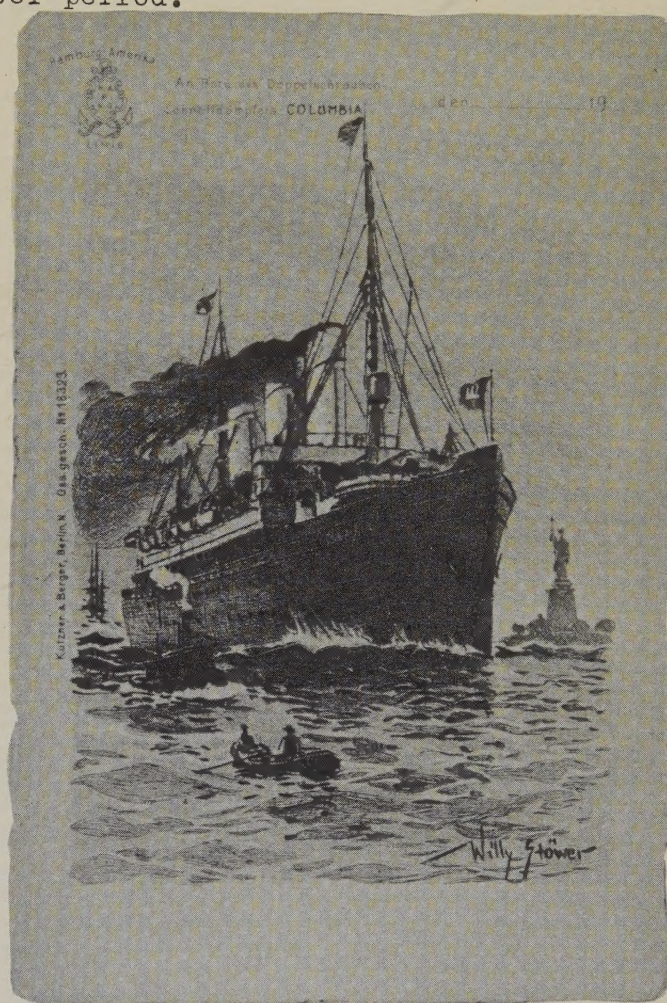




## LADIES OF DISTINCTION

By Ralph E. Cropley

Back in 1890 the Blue Ribbon of the Atlantic was being fought for "tooth and nail". Twin screw propulsion was revolutionizing liner traffic just as turbines and Diesels were to do at a later period.



Water-color paintings of two of the "ladies of distinction" as shown on contemporary sepia toned post cards. The FURST BISMARCK, left, and COLUMBIA.

It was the American Line, with its British-built and British-flag CITY OF NEW YORK and CITY OF PARIS, which started the twin-screw supremacy race. These two three-stacked liners came out in 1888.

The British answered in 1889 with the MAJESTIC and TEUTONIC, which went further and were designated as auxil-

iary cruisers. The French, in 1890, brought out the rakish and long-lived LA TOURAINE. As for the Germans, who during the eighties had made many passenger friends by their excellent ship service, the answer came in the form of six new twin-screw craft which, although short-lived as ships go, were literally "ladies of distinction".



All these ships either were "born" with, or came to have three funnels. Their design was the prototype for many famous liners, including the big three: LEVIATHAN, MAJESTIC and BERENGARIA; the EMPRESS OF AUSTRALIA, RESOLUTE and RELIANCE and many others.

It was a great day for the North German Lloyd when they contrived to put their first German-built express liner on the North Atlantic. This was the SPREE of 1890, a two funnel, single screw ship. She was single screw because the dock gates at Bremerhaven were not wide enough to care for a twin screw ship. The SPREE and her sistership HAVEL did yeoman service out of New York until sold to the Spanish to be turned into auxiliary cruisers against the United States.

The HAVEL saw service as the METEORO and later became the ALFONSO XII on the run between New York, Havana and Spain serving until after the first World War. The SPREE was repurchased by the North German Lloyd as the Spanish American war ended before she was put in service. And here begins a remarkable tale.

Launched as a single screw vessel she was cut in two, lengthened from 463 to 528 feet and made into the three-funnel twin screw express liner KAISERIN MARIA THERESA serving the New York - Bremen express service between 1899 and 1904, when she was sold to Russia to become the auxiliary cruiser URAL, as which she was sunk in 1905 during the battle in the Sea of Japan.

As a single screw two funnel ship the SPREE could make twenty knots and carry 244 first, 122 second and 460 steerage passengers. Her engines had five cylinders, two 37 1/3"; one 75" and two 98 1/2" diameter with a stroke of 71". As the three funnel KAISERIN MARIA THERESA she had two engines each with four cylinders, one 43 1/2", one 67", and two 76 3/4" diameter by a 63" stroke. The gross tonnage was increased from 6,965 to 8,278 tons. Her speed went up to 21 1/2 knots.

The Hamburg American Line in 1889 and 1900, brought out four three funnel ladies for the New York express service, all of which had remarkable careers in the comparative "short lives" they had as first class liners.

Because the Germans were still not too sure of their own shipbuilding abilities, two of these ships were built in England, where they were designed, and two in Germany from the same plans.

The 1889 pair were the COLUMBIA, built at Laird's yard in Birkenhead,

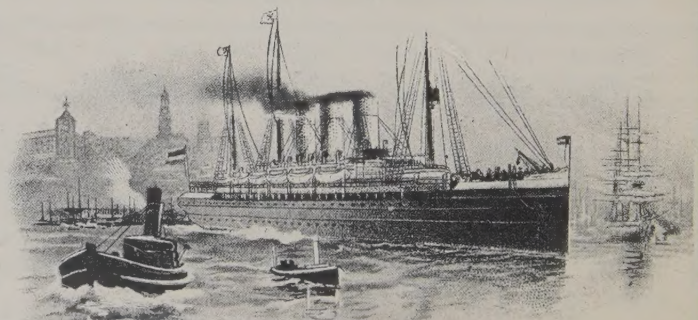
England, and the AUGUSTA VICTORIA at the Vulcan yard in Stettin. Both, according to Lloyds Register, were originally 464 x 56 x 35, gross 7,281, twin screws, with triple expansion engines each with cylinders of 41"x66" and 101" diameter by 66" stroke.

In the Spanish American war, the COLUMBIA was sold to Spain and became the auxiliary cruiser RAPIDO for an attack on Manila (the war ended too quickly). The Germans bought her back for a "song" and from 1899 to 1904, operated her out of New York as a "relieving express liner" until the Russia-Japanese war. As the Russian auxiliary cruiser TEREK, in 1905, she lived through the battle of the Sea of Japan and went to the junk pile in 1907.

As for the AUGUSTA VICTORIA, her German-built sister, she started the "cruise" business between New York and the Mediterranean. So famous at it did she become that the Germans cut her in half, lengthened her by nearly 60 feet, increasing her gross tonnage to 8,479, keeping her speed of 18 1/2 knots, with her original engines.

Because she was so popular and just rebuilt, and because the price offered for her by the Spaniards was not enough, her owners kept the AUGUSTA VICTORIA in the cruise service during the Spanish-American war and up until 1904. She too became a Russian auxiliary cruiser, and, as the KUBAN, was also in the battle of the Sea of Japan and survived, to be scrapped in 1907.

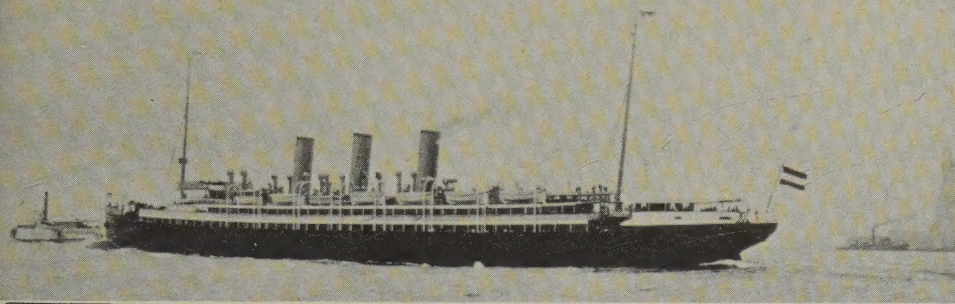
The two 1890 ships, NORMANIA and FURST BISMARCK, were outwardly very similar to the COLUMBIA and AUGUSTA VICTORIA, but were 40 feet longer. The NORMANIA was built in Scotland. In 1892, she had the misfortune to get caught in the cholera epidemic which for a time threatened New York from incoming European steerage passengers. She was rather shunned after that by passengers. Why the line never changed her name is puzzling. Anyway, in



NORMANIA, an old post card view



The AUGUSTA VICTORIA, first Mediterranean cruise liner, of the Hamburg American Line.



1898, Spain paid handsomely for her. She became the auxiliary PATRIOTA for an attack on Manila. In 1899, Spain sold her to the French Line to replace the lost LA GOURGOGNE. Until she was scrapped in 1906, she visited New York fairly regularly as the L'AQUITAINE.

As for her German-built sister of 1890 the FURST BISMARCK, she lasted in regular New York service until sold to Russia in 1904. As the DON, auxiliary cruiser, she was in the battle of the Sea of Japan. As the Russian immigrant ship MOSKOVA, she visited New York in 1907. Later she was sold to the Austrians and for years was the naval depot ship GAA.

In the first World War the Italians captured her at Trieste, reconditioned her as a liner. Before going to the boneyard in 1923, at the age of 33, she was visiting New York as the Italian immigrant ship SAN GUISTO, of the Cosulich Line.

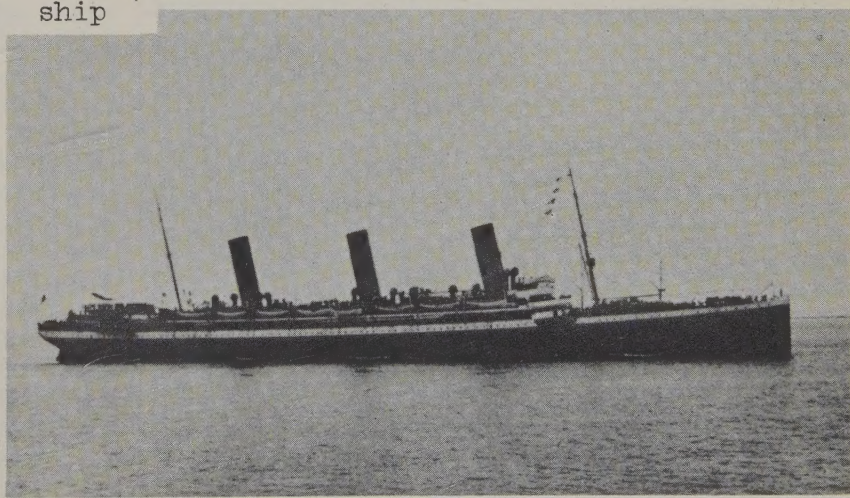
The sixth of these three funneled "ladies of distinction" was the KAISER FRIEDERICH, one of the worst "lemons" in maritime history. Built in 1897 by F. Schichau at Danzig, she was designed for the North German Lloyd's express service to New York as a companion to the famous KAISER WILHELM DER GROSSE, whose four funnels were revolutionary for a liner. The KAISER FRIEDERICH was a "heavy" ship

measuring 582x64x38, with a tonnage of 12,480. She was contracted for by N.G.L. to make 22 knots. She failed to do so on trial, and in service, she proved to be a "coal eater." Each of her few voyages with the line was slower than the previous one. After eight round trips, she was returned to her builders. This was in 1898 at the end of the Spanish-American war.

Her builders tried to sell her to any and everyone at any price. In 1899 and 1900 the Hamburg American Line chartered her for several voyages as a fill in on their express service to New York which had been crippled by the sale of ships to Spain. But when the famous DEUTSCHLAND came out in 1900 the FRIEDRICH was returned to her Danzig layup and was idle until about 1913. Then the new French South American service, needing a ship, bought her "for a song." With her hull painted white, her three funnels buff, and with a red rooster on each side of the stacks, she once more sailed the seas, under the Tri-color as the BURDIGAJA.

Within a year she was a French auxiliary cruiser in the first World War, fighting the folk who built her and would have none of her. About 1916 she was torpedoed and sank, ending a nineteen-year career in which time she had only four years of sea service.

The BURDIGAJA under French colors. Photo courtesy of Nautical Photo Agency.





## THE PASSING OF THE HOSTESS OF NEW YORK HARBOR

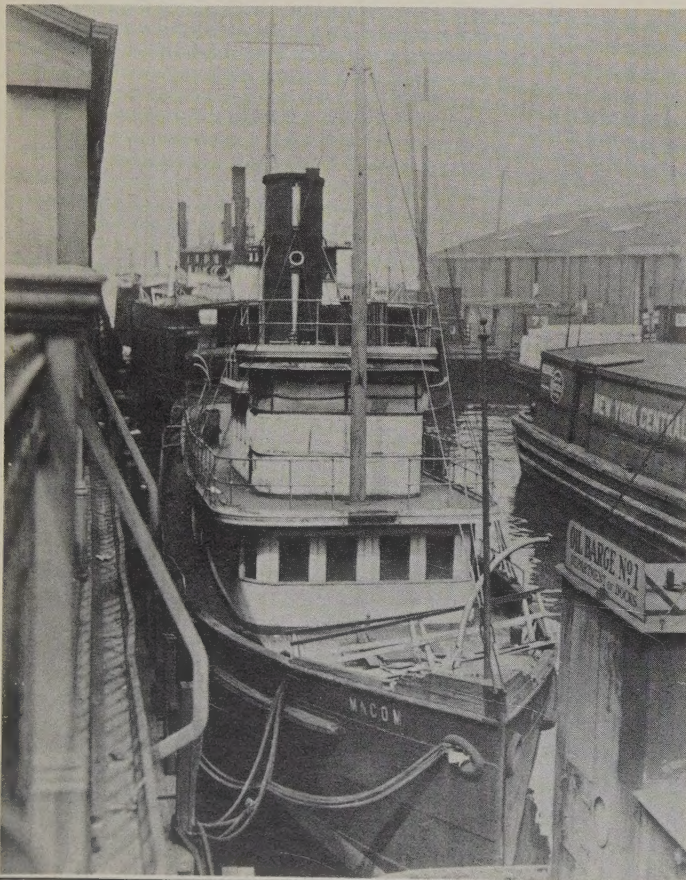
By Dr. John I. Griffin

For half a century the steam yacht MACOM (150652), call letters WBCDO, had been a feature of New York harbor, and for 25 of these long years she was the harbor hostess.

Built at Sparrows Point, Md., in 1894 as a police boat for New York, the craft bore the name PATROL in gold upon her stern, and was a tidy 235 tons gross, 117 tons net, 135.3' long, 13' beam, 10.1' depth. Her steam engines developed 550 H.P. operating a single screw. The tour of police duty lasted from 1894 to 1921, and the black hull became a familiar sight as she steamed to and fro, enforcing law and order, from Staten Island to the Bronx. It is said that she once traversed Long Island Sound as far as New London, Conn. Her crew numbered eight, later increased to thirteen.

With the end of World War I, a new life began for police boat PATROL. On December 7, 1918, the Committee of Welcome to Homecoming Troops was organized, with the late Mr. Rodman Wanamaker as Chairman and Mr. Grover Whalen as Secretary. Then came the Mayor's Com-

The MACOM



mittee on Reception to Distinguished Guests, organized September 6, 1919 with a provision of \$100,000 in revenue bonds.

The PATROL was busily engaged in carrying the reception committee to meet troopships and the distinguished guests at the harbor mouth. General John J. Pershing was the first, on September 8, 1919, Cardinal Mercier of Belgium the next day, and later, under her new name of MACOM, the good ship welcomed Marshall Henri Petain of France, October 26, 1931.

Contemporary newspaper accounts described the colorful voyages down the bay and back, the loud blasts of the PATROL's salutes, and the stirring playing of "Home Sweet Home", "Over There" and "Smiles" by the Street Cleaning Department Band. The most popular tune, of course, was "Smiles".

On one occasion a returning troopship was reported aground off Fire Island, and Mr. Rodman Wanamaker, together with a group of women, selected by the Police Reserves, sailed out on the PATROL well supplied and provisioned, including a large quantity of cigarettes for the boys. The waters beyond the harbor limits proved so choppy that the committee is said to have succumbed to mal de mer, and a huge wave sweeping through the galley, sank the dinner. Captain Byrne, skipper, turned about and landed the disconsolate party at the Battery.

In 1921, the PATROL was sent into drydock. However, the actual rebuilding and refitting was carried out under the direction of the Department of Plant and Structure, which had taken over the vessel from the Police Dept. The rebuilt PATROL became the MACOM, the new name being a combination of Mayor's Committee in the alphabetizing abbreviation which was to become so popular and prevalent later in Washington. The MACOM was chic as well as spic and span, and as her duties increased, was aided by the steamer MANHATTAN.

Down through the roaring twenties, and on into the unhappy thirties, the MACOM served faithfully and well, receiving a climax of glamour during the administration of Mayor James Walker. The vessel was said to have become the Mayor's yacht, and Mr. Walker frequently remained on board enjoying the cuisine and the deft services provided by the chief steward, now a member of the land staff of the Dept. of Marine and Aviation.

Many stories are chronicled of the



good ship's doings. In June, 1934, for example, the old Board of Aldermen, with their wives and friends, were taken on "an inspection of the fleet". Contemporary journals quote Board President Bernard S. Deutsch as calling it a "deutsch treat", and this, the last official trip, ended at the Bronx, where the new county court house had been opened. It is said that there were 800 sandwiches and enough "French pastry to make everyone sick".

Thereafter, Mayor Fiorello La Guardia, feeling no need for a mayor's yacht and arguing that the annual maintenance of the ship amounted to \$30,000, gave orders to have her decommissioned. Most of the furnishings were removed, the silverware going to Gracie Mansion, the official home of the mayor, and the boat herself to permanent moorings at Ferry Slip, College Point. Later she was tied up at the foot of State Street, Brooklyn, together with abandoned ferried and odds and ends of harbor craft. In the MACOM's heyday her berth was at the East 23rd Street Wharf.

The Dept. of Purchases and Supplies of the City of New York offered the MACOM for sale in January, 1944, having previously received four bids ranging from \$30.00 to \$1.100. At the sale, Mr. Joseph A. Moran, President of the Battery Sightseeing Co. (now associated with the Circle Line Sightseeing Yachts Inc.) became the purchaser for \$3,150.

The yacht next came into the possession of the Aljon Electric Diesel Co., Brooklyn, and Mr. Alexander T. Mettler of this firm had the vessel berthed at the foot of Grand St., Brooklyn. Mr. Mettler's plan was to use the MACOM as a sightseeing boat to be named the JAMES J. WALKER in honor of Gotham's former mayor. Two Diesel engines were to be installed in place of the steam power plant.

The continuance of World War II made it impossible to handle the fuel problem of a sightseeing yacht, and Mr. Mettler offered her for sale, the asking price being \$20,000, with twin Diesel engines included but not installed. Inquiries were received from Manitowac, Wis., Gloucester and Needham, Mass. and Atlantic City, N.J.

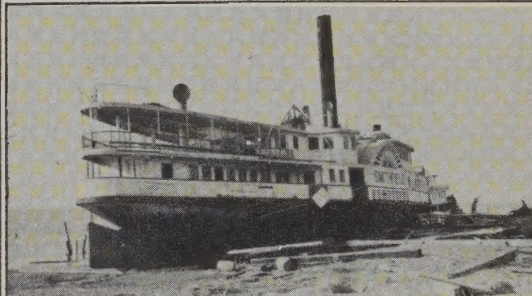
The most seriously considered plan for the future of the MACOM was to convert her to a banana boat, taking out the boilers, installing Diesels, and using the forepeak for fuel. Mr. Mettler explained that refrigeration equipment would not be required for the banana run to Miami, but that blowers

would be installed to circulate the air and remove the gases developed in the ripening of the fruit.

This plan fell through, and, in 1945, the good old yacht was sold to the Oceanic Tank and Processing Co. of Brooklyn, N.Y. for \$4,500. This firm planned to use her in New York Harbor as a floating steam boiler, towing her around from place to place to provide live steam for the cleaning out of oil tankers prior to drydocking them as required by the regulations of the Fire Department.

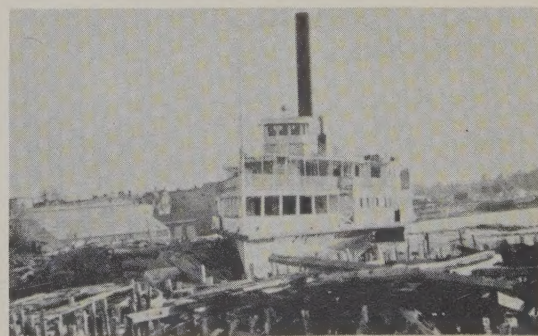
Oceanic stripped the MACOM and at a late stage in the conversion decided to put her in drydock to check the condition of her plates after the many years of service. Unfortunately, the MACOM was found to be beyond repair, and she was sold to a junk dealer who broke her up while in drydock.

Apparently there was no shiplover about to ransom and preserve the tiniest relic of the Hostess of New York Harbor. Recognizing the splendid work of the talented journalists of New York City who wrote many fine pieces about the good old MACOM and also gratefully acknowledging the aid and information furnished to the writer by folk who worked and played on her decks, the log of the MACOM is closed.



Waiting the blow torch !

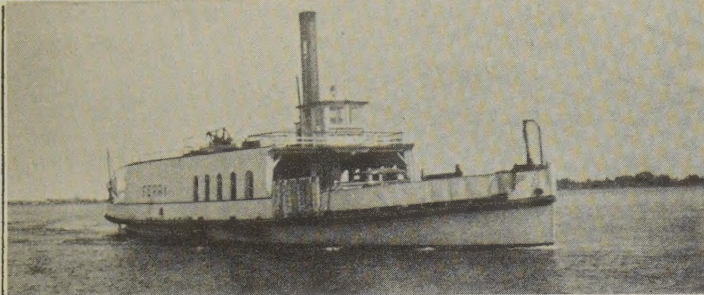
The SMITHFIELD (96543) built in 1901 at Elizabeth, N.J., and owned by the Keansburg Steamboat Co., shown here awaiting scrapping, at Keyport. The 725 gross ton steamer had the last fanned paddle box in the world that was independent of the hull structure, Bob Fuhr reports.



Photos taken by Robert Fuhr.



The BEAUCHARNOIS, in 1936, when she was already ninety years old. RWS



### CANADA'S OLDEST STEAMBOAT

By R. W. Shepherd

Much has been published in STEAMBOAT BILL regarding some famous old steamboats, but there is one Canadian steamboat, famous only because of her age, which deserves special mention. This is the sidewheel, beam engine steamer BEAUHARNOIS (33476).

This steamer was built in 1846 as the RICHELIEU, to ply in the market trade between Montreal and Richelieu River ports. Her first registered owners were John Campbell and J. Williamson of Montreal.

The hull of this steamer was built of iron, one of the first iron hulls built in Canada, but not the first Canadian steamer having an iron hull, as has been erroneously stated in some steamboat histories. The first iron steamer built in Canada was the PRINCE ALBERT, built in 1843, which, with her running mate IRON DUKE built in 1846, operated as ferries between Montreal, St. Lambert and Daprarie. The plates for these steamers had been shipped

from Scotland and assembled by Parkins of St. Mary Foundry, Montreal.

The RICHELIEU was of somewhat smaller dimensions: 130.5' x 18.3' x 7.1', 167 gross tons, while PRINCE ALBERT was 175' and IRON DUKE 193' in length.

According to official records at Ottawa, the name of this vessel was changed to BEAUHARNOIS by Order in Council, dated March 31, 1906. The appearance of her upperworks of the present day bear little resemblance to those of her former days as a freight and passenger steamer.

The BEAUHARNOIS ran for many years on the Montreal-Beauharnois route, shooting the Lachine Rapids every morning until about 1925 or 1926. She then went to Coteau-du-lac to operate as a ferry to De Salaberry Island near Valleyfield. This steamer is still in commission as a ferry. Her superstructure was destroyed by fire in 1940. She was rebuilt and returned to her ferry run in 1948. Capt. F.E. Hamilton of Kelley's Island, SSHSA member, crossed on her when on a trip last October to Montreal.

According to the steamboat inspector at Montreal, the BEAUHARNOIS had the unique distinction of having been dropped from the shipping register and later reinstated.

Many years ago, as the RICHELIEU, she operated for a few seasons out of Kingston, Ontario, as a ferry. The writer has been told that her name was changed at that time to BELMONT, but this has not been confirmed by official records.

The BEAUHARNOIS, at 103 years of age, is the oldest steamboat hull afloat in Canada and still in commission. Her present dimensions are 129.8' x 24.2' x 7.8'.

### CORALITA and WILHEMINA

By Alan Staight

On the eleventh page of the first issue of STEAMBOAT BILL, in April, 1940, appeared the following query: "FRANCES. 212026. 57.9ft. Sold '23 to what British owners, where? (CBM)" Here, almost nine years later, is the answer.

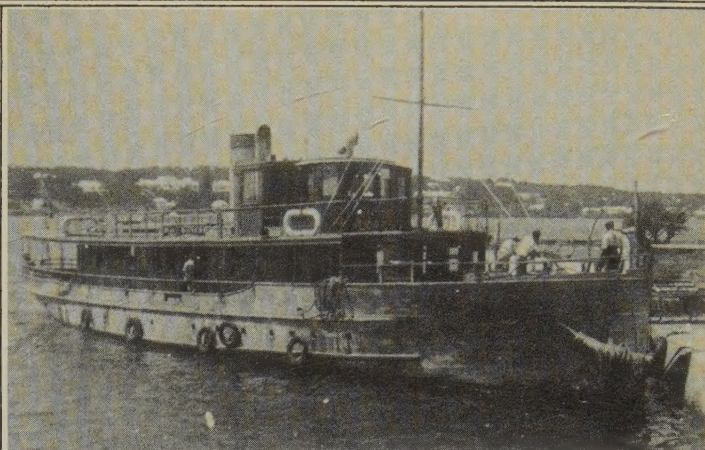
In December, 1922, the steamer FRANCES, built in 1914 at Boothbay, Maine, was purchased by the Bermuda Transportation Co. She steamed to Bermuda by a very long and circuitous route, as her new owners were wary of exposing her to the winter gales of the Atlantic. Hugging the coast and taking advantage of every inland stretch of water and enclosed route, she proceeded as far south as Beaufort, N.C., before making the unprotected 600-mile dash to Bermuda. On her safe arrival at Hamilton, her steam engine was removed and a semi-Diesel plant installed. By January, 1923, she was engaged in the company's service between Hamilton and Somerset. In 1929 it was decided to convert her from single to twin-screw, to increase her maneuverability. At the same time, she was given the name of a small pink flower which grows profusely in Bermuda: CORALITA.



During this reconversion, some minor alterations in her upper works were undertaken as well. The forward part of the main deck was enclosed, and the lifeboat, formerly carried on the port side amidships, was moved aft and placed athwartships at the end of the upper deck.

In 1939 she was again in the hands of the engineers at the company's slip, to have the semi-Diesels replaced by two Diesel engines. The exhaust pipes of the Diesels were run out the stern just above the rudder, as they had been with the semi-Diesels; but it was found that the smoke and hot gases from the new engines soon blackened the after rails and made it uncomfortable for passengers. To remedy this condition, the pipes were run up through the upper deck and enclosed in a squat, oval funnel, which not only dealt with the trouble very efficiently, but added considerably to the appearance of the vessel.

In addition to her service on the Hamilton-Somerset run, CORALITA is often used as a spare boat for the other two services of the company. When the small GEORGIA of the Hamilton-Paget route is "on the slip" for a refit, the big CORALITA takes over, and it is much as if QUEEN MARY were to be put in the Boston-New York service. In the same manner, when LACONIA of the Hamilton-Warwick service is in for an overhaul, CORALITA takes over on this run. CORALITA has occasionally made the seagarden excursion usually handled by the steamer CORONA. She is also popular as a "spectators' boat" for yacht races, and is often used as a tender for passenger liners anchored off Bermuda. Though not as popular or as fast as CORONA or WILHELMINA, CORALITA holds



M.V. WILHELMINA, Bermuda Transportation Company. AS

her own in all services and, because of her economy of operation, she usually has the Sunday service to Somerset all to herself, performing all four round trips on that day.

The twin-screw Diesel yacht WILHELMINA was built in Canada in 1928 and was acquired by the Bermuda Transportation Co. in 1941, when an increase in the number of dockyard workers made it necessary to provide additional ferries for the morning and evening trips. Her luxurious interior fittings were removed and in place of the lifeboats and mainmast, numerous benches were installed. Her bridge, however, remains unaltered and has a real "ocean liner" appearance with its shining telegraphs and binnacle, in contrast to the ordinary "steamboat" pilot houses of CORONA and CORALITA. Her paintwork also makes WILHELMINA stand apart from the rest of the company's fleet. She has brown upper works and a dark gray hull; all the benches, rails, and other fittings are buff, and there is no white paint anywhere, as in the other vessels.

The hustle and bustle of a Somerset trip begins about half an hour before departure time. "Is this where I get the ferry to Somerset?" "Yes, sir, the WILHELMINA, second boat on the left." Men, women, children, dogs, baby-carriages, bicycles, and parcels of all sizes are hurrying or being carried through the Hamilton Terminal. Right up to the last minute, this stream of passengers and freight continues to flow up the gangplank of the ferry. Then comes the Royal Mail, one bag brought from the Post Office by a deckhand on a bicycle. At last the Pilot, who has been standing with a small

M.V. CORALITA ex FRANCES, of Bermuda Transportation Company. AS





group of friends, strides on board and ascends to the pilot house. It is sailing time.

The gangplank comes ashore, mooring lines are let go, the inevitable late passenger is assisted over the rail, and engine bells clang. Backing away, nearly to White's Island, the ferry straightens out and heads for Somerset. Down past the Princess Hotel, past the fashionable district of Point Shares, and out through Two Rock Passage into the Great Sound she goes.

No leviathan herself, she lords it over the tiny sailing yachts and motorboats that dart in and out between the little islands scattered over the bright blue water. It is hard to realize how small she really is until an ocean ship, or even one of the big dockyard tugs, passes.

At last the engine bells signal again---Watford Bridge. There is more hurry and bustle; parcels are loaded and unloaded; passengers embark and disembark; and then before you know it she is "at sea" again en route to Ireland Island, where the Royal Naval dockyard lies. Another dock, more passengers, more freight, and away again, homeward bound. Straight across the Sound again, through Two Rock Passage, and past the Princess Hotel. A long blast is sounded on the whistle to let the terminal staff know the boat is coming. Then, sweeping round the Yacht Club, she is back in Hamilton, her two-hour voyage ended. The passengers disembark, the Ireland Island mail is dispatched to the Post Office, and the Pilot and crew depart "up town" until the next trip.

The Somerset trip is exhilarating at any time. In stormy weather it becomes an adventure. It takes very rough weather indeed to cause a cancellation of services, and it is remarkable what these sturdy little craft can put up with in the way of wind and sea in the exposed stretches of the Great Sound.

If the motor bus, rolling over a smooth road, ever replaces the ferry services (an event which has been predicted more than once), the ferries will be sorely missed, not only by hundreds of daily commuters, but by thousands of tourists who make the round trip for pleasure. \*

\* The author gratefully acknowledges valuable advice and assistance by Mr. W.J.Davis, Manager, Bermuda Transportation Co., in the preparation of this and his previous article on CORONA.

## SING A SONG O' DOORKNOBS

By F. C. St. Clair

Whenever anyone asks me to account for my being so interested in lake steamers I reply: "It was a question of doorknobs," and nobody believes me. But it was.

I remember going with my parents to the old Big Four Dock at Sandusky, Ohio, on a Saturday evening in June, 1898, at the age of nine. We were to make a week's round trip to Mackinac Island on the steamer STATE OF MICHIGAN of the People's Steamship Line. I was all excitement: she was to leave at 9 p.m. and for the first time in my life I was to go to sleep on a boat. I went to sleep on the dock, however, as she did not get in from the preceding trip until 3 a.m. Sunday. She was old and couldn't step around very lively. Later I made friends with the cabin boy and found that the crew hadn't been paid for months - but times were bad and they at least had good food to eat and a place to sleep.

Sunday morning I found that the brass knobs to the stateroom doors had a large letter "G" on them. My father explained that it stood for Grummond Line, former owners of the steamer. That satisfied me until I boarded the Goodrich liner GEORGIA ten years later to go to Mackinac Island, and recognized the same "G" on her doorknobs. So I started to find the history and a photograph of the STATE OF MICHIGAN. Finally, in 1936, the late Captain Frank Meno gave me two fair photos, and, in 1937, John E. Poole gave me two better ones. The history was easier to locate and was significant and interesting, for it showed what used to happen to a steamer too old and slow for a steady route and fit only to use as an "opposition" boat to established lines.

Back in 1873 Captain A.E. Goodrich built at Manitowoc, Wis., the propeller DEPERE (6849), a passenger vessel 165'x29'x10', of 736 gross and 639 net tons. She came out in July and is described as having a wide cabin (she had guards on either side), neat but not gaudy, with 40 staterooms. The forward end of her cabin came to a point. Externally, she had the Goodrich red stack with black top. A metal Indian waving a tomahawk was mounted on top of the stack. At first she had no arches (they were added in 1876) and no mast, only a flagpole projecting between pilot house and texas. She ran





on the Goodrich Milwaukee-Manistee line until replaced in 1879 by the larger CITY OF LUDINGTON. In 1880 she ran with the MENOMINEE on the Goodrich Milwaukee-Grand Haven route under contract with the Grand Trunk Ry. Then the new and larger WISCONSIN and MICHIGAN took over, and DEPERE ran from Chicago to Green Bay ports until 1890. Again replaced by newer, larger, faster steamers, she lay idle through 1891 at Manitowoc.

The "opposition" phase of her career began with her purchase from Goodrich by Capt. S.B. Grummond of Detroit in January, 1892. Grummond had established Grummond's Mackinac Line between Detroit and Mackinac Island in 1881 with the sidewheeler FLORA, bought from the Union Steamboat Co. That same year the Detroit & Cleveland Steam Navigation Co. put on the larger and finer sidewheelers CITY OF CLEVELAND (b CITY OF ALPENA) and CITY OF MACKINAC, placing Grummond in the position of an "opposition" line. After her purchase DEPERE was repaired at Manitowoc, and given a gaff to her flagstaff. She went on the line in 1892., and in 1893 Grummond gave her a new boiler, installed compound engines from an old tug, put in an electric light plant, and rechristened her STATE OF MICHIGAN. She was now to compete with the fine, fast, new D & C steamers CITY OF ALPENA (second) and CITY OF MACKINAC (second).

Capt. Grummond died at Detroit January 2, 1894, and the Grummond Mackinac Line went to his son, U. Grant Grummond. He continued STATE OF MICHIGAN

on the Mackinac route, at first alone and then in September, 1896, competing more directly with the D & C by operating her between Detroit and Cleveland. She started again in 1897, but was tied up in May by the U.S. marshal, on claims.

In September, 1897, the Grummond estate sold her to T. J. Corus, Captain W.E. Comer and others. Comer, a former Grummond Line captain, immediately put her back on the Toledo and Mackinac run, stopping at many places en route, as the People's Steamship Line, still in opposition to the D & C. He extended the route to Sandusky in 1898; but she couldn't make the schedule and by the end of the season was running two and three days late. She was on the same run through 1899, though advertised for sale in March of that year.

Meantime the Barry Brothers had come to Chicago from the ice business at Spring Lake, Michigan, put a fleet of tugs on the Chicago River in opposition to Dunham and others, and in September, 1899, bought the Hurston Line, operating CITY OF FREMONT and F. & P. M. NO. 1 (b WISCONSIN) Chicago-Milwaukee in opposition to the Goodrich line. As though this were not enough, they also organized the Chicago & Muskegon Trans. Co., Miles E. Barry, Manager, in 1900, to give Goodrich further competition. Capt. M.E. Barry bought STATE OF MICHIGAN from Capt. Geo. McCullagh of Detroit in Jan. 1900 and for two years ran her between Chicago and Muskegon, first with MABEL BRADSHAW, later with the larger ALICE



STAFFORD. Late in 1901 the Barry Muskegon Line bought the former Long Island Sound steamer HARTFORD, which had been the hospital ship TERRY during the Spanish-American War, rechristened her CHARLES H. HACKLEY, and put her on the run instead of STATE OF MICHIGAN, which became again a steamer with nothing special to do.

At 3 a.m., October 18, 1901, as the STATE OF MICHIGAN was going to Manistee to load salt for Chicago, she sank off White Lake harbor entrance in 100 feet of water without loss of life. There were two reports as to what happened: one, that the piston rod broke through the bottom of the cylinder and punched a hole in her hull; another, that the outboard shaft broke at 11 p. m. so that the water poured in until she sank. Either way, she was down to stay. The Chicago Inter Ocean of Oct. 19, 1901, states that she was valued at \$25,000 with liberal insurance and that two or three deals to sell her had fallen through.

For her last ten years she was old, slow, and too small to handle a well-paying business. But she made a living for herself and crew with perhaps a little now and then for her various owners. She did this in competition with newer, faster, larger steamers of well established lines. In the end, the insurance companies, after much complaint, apparently paid generously for her. Not bad at all! About 1909 a Captain Stoud tested some new diving apparatus by descending to the wreck. How I wished that I might have gone down with him for one of those doorknobs.

#### STEAMSHIPS AND STEAMBOATS OF THE OLD DOMINION LINE

By John L. Lochhead

The Old Dominion Steamship Co. was organized in February, 1867, to continue the freight and passenger service which the disbanded Atlantic Coast Mail S. S. Co. had maintained between New York, Norfolk, and Richmond, Va. In June, 1867, it absorbed the New York & Virginia S. S. Co., its competitor on the Norfolk run. Competition loomed in 1872 and 1874, but the company bought the opposition steamers on the stocks.

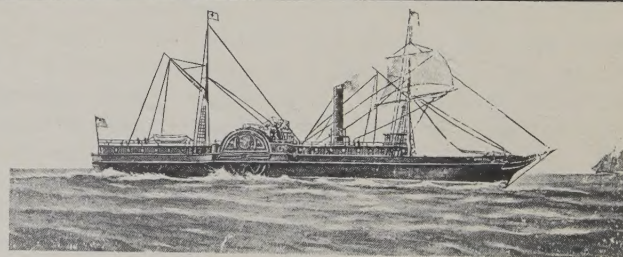
In the beginning the company's north-bound freight to New York was largely lumber, fish and agricultural products. As the truck lands near Norfolk were accessible by rivers,

bays and sounds, the Old Dominion operated small sidewheelers and propellers to bring cotton, rice, potatoes, peanuts, tobacco and garden stuff to Norfolk for shipment on their New York steamers.

In Virginia waters the steamboats ran from Norfolk across Chesapeake Bay to the Ware, Poquosin, and Severn Rivers; to Cherrystone on the Eastern Shore; to Old Point Comfort and Hampton; to Suffolk on the Nansemond River; to Yorktown and Gloucester Point on the York River; to Smithfield on Pagan Creek. In addition the New York service expanded to include a route to Newport News and West Point, and calls were made at City Point and Petersburg on the Richmond Line.

Old Dominion steamboats from Norfolk avoided the treacherous route around Cape Hatteras and reached North Carolina by steaming through the Albemarle and Chesapeake Canal and across Albemarle, Croatan, and Pamlico River, and landings on the Tar, Chowan, and Pasquotank Rivers.

The decline of Old Dominion steamboating on North Carolina waters began early, influenced no doubt by the railroad that reached Norfolk from Elizabeth City, North Carolina, in 1881. The penetration of the railroad into Tidewater Virginia affected the small steamboats of the Old Dominion less seriously. West Point on the York River; Petersburg, City Point, and finally Richmond on the James were dropped from the New York service, but the steamboats continued to ply their Virginia routes from Norfolk, except to Cherrystone, until the company abandoned small-steamer service in 1920. By that time the Old Dominion had lost the garden produce for the New York market to railroad and truck, but seven railroads brought freight into Norfolk from the South and West. Norfolk also became a distribution point for south-bound merchandise shipped via New York



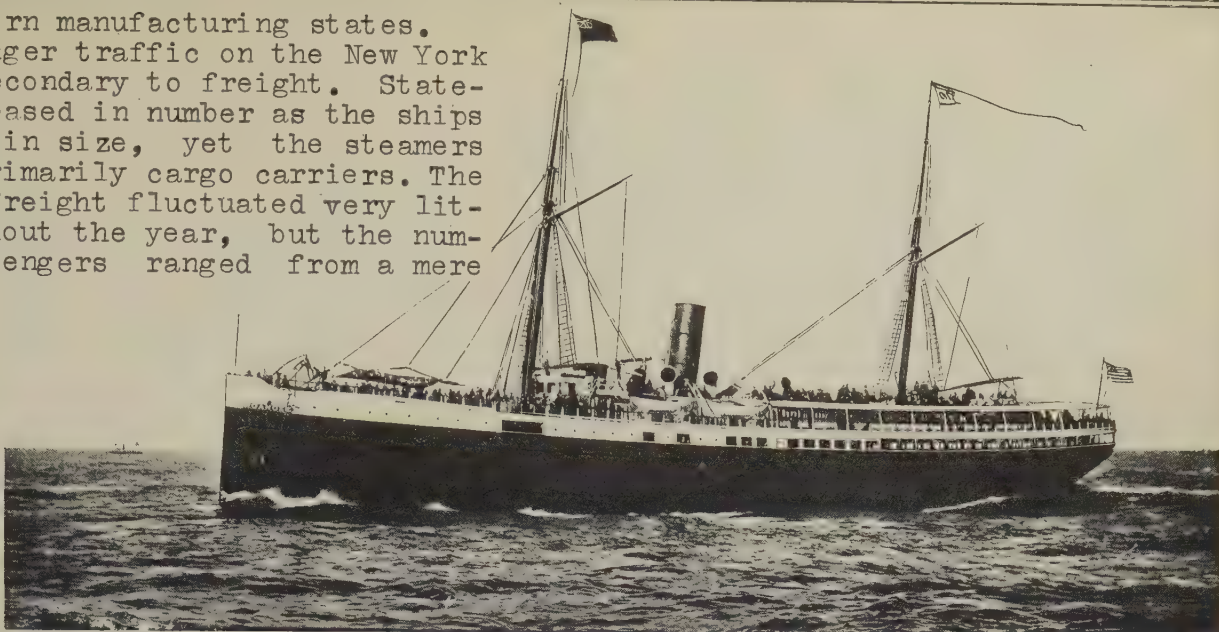
The old Roanoke was in use before the Civil War

(The pictures and captions accompanying this article are from "The Pilot" official publication of the company, No. 5, Vol. XXVII, dated March, 1917.)



from northern manufacturing states.

Passenger traffic on the New York line was secondary to freight. State-rooms increased in number as the ships increased in size, yet the steamers remained primarily cargo carriers. The volume of freight fluctuated very little throughout the year, but the number of passengers ranged from a mere



In the history of the Company there have been two *Roanokes*. This is the second and newer steamer

handful in winter to capacity in summer. Passenger traffic in the thirties increased due to military and naval activity around Norfolk, the numerous tourist attractions in the vicinity such as Colonial Williamsburg and Virginia Beach, and the short ocean trip from New York, one of the few that offered daylight at sea in the last days of coastwise passenger service.

In 1941 ships left New York at noon and followed the Jersey Coast until dusk, passing Barnegat Light at three and Atlantic City about six. An early riser saw Cape Henry at five o'clock next morning and Old Point Comfort at 6:15, three-quarters of an hour before docking at Norfolk. As the ships left Norfolk for New York at 7:30 p.m. the traveler viewed the Jersey Coast the next day before arriving in New York at 3 p.m. The passenger ships ROBERT E. LEE and GEORGE WASHINGTON made the 285-mile trip in about nineteen hours, averaging fifteen knots.

In the early days of the company, a steamer left Richmond at 3 p. m., called at City Point at 6 p. m. on her way down the James River, and reached Norfolk during the night. She loaded all day before sailing for New York where she arrived on the third day. The West Point steamer sailed from New York in the afternoon, arrived at Newport News about two the next afternoon, unloaded for several hours and reached West Point on the York River at six the next morning.

The ships of the company's first fleet of 1867 were HATTERAS and ALBEMARIE of the disbanded Atlantic Coast Mail Steamship Co. and the NIAGARA, SARATOGA, YAZOO, CREOLE, and VIRGINIA, acquired when the Old Dominion absorb-

ed its competitor, the New York and Virginia Steamship Company.

CREOLE was lost March 17, 1868, and in the same year the Old Dominion built its first ship, ISAAC BELL. The Philadelphia & Southern S.S.Co. bought the YAZOO in February, 1869. A year later WYANOKE was built, and in 1872 and 1873 NIAGARA and SARATOGA were supplanted by OLD DOMINION and RICHMOND, which were bought on the stocks from an opposition company. VIRGINIA was reported as owned by Old Dominion as late as 1873-74.

The company secured a mail subsidy from the Bermuda Government in 1873, and NIAGARA started the run, but HATTERAS and ALBEMARIE relieved her. The venture did not last, for in 1874 NIAGARA and SARATOGA were Cuban-owned, and HATTERAS and ALBEMARIE were employed elsewhere.

GEORGE W. ELDER, built in 1874 and intended as an opposition steamer, had a brief Old Dominion career before her sale to the Pacific Coast in 1876.

The company also built in 1874 a small propeller and a sidewheeler for the North Carolina and Virginia Divisions, which will be discussed later.

The Old Dominion bought the Breakwater Railroad in 1874 to bring freight, principally garden stuff, to Lewes, Delaware. It believed that crops on the Maryland and Virginia peninsula were as early as those around Norfolk and could be more cheaply freighted to New York, because the long trip around the cape of the Chesapeake would be eliminated. ALBEMARIE inaugurated the service, but it was abandoned in 1885, when the Pennsylvania bought the road.

The New York Division received



MANHATTAN in 1879 and a year later BREAKWATER, named for the Delaware Breakwater, was built for the Lewes route. ROANOKE and GUYANDOTTE followed in 1882, and HATTERAS and ALBEMARIE, the original members of the fleet, became barges. (The company's predecessor, the N.Y. & Va. SS Co. had begun its operations in 1851 with an earlier ROANOKE, 1,000 tons, double walking-beam).

In December, 1882, the company bought RAPIDAN, a sistership to HATTERAS and ALBEMARIE, sidewheelers built in 1865. RAPIDAN, which had seen service on the Atlantic Coast from Key West to Saint John, New Brunswick, was sold two years later and disappeared in 1886 on a voyage to the West Indies.

The only other ship built in this decade for the New York Division was SENECA of 1884, which spent most of her time chartered to the Ward Line, Morgan Line, Cromwell Line, and Pacific Mail until the Ward Line bought her in 1893.

Not until JAMESTOWN and YORKTOWN came out in 1894 were other steamers built for this route, though the company bought CITY OF ATLANTA in 1890 and CITY OF COLUMBIA in 1892, both originally of the New York & Charleston S.S.Co.

In 1891 passengers and freight increased so much that the company dispatched nine steamers weekly. It chartered ships from other lines and sometimes pressed little steamboats from the North Carolina and Virginia Divisions into the New York service. It was not unusual for one of the large steamers to carry nothing but strawberries!

About this time transportation of immigrants as steerage passengers on route to the West grew to a sizable volume, and continued until restriction of immigration in 1924.

The U.S. government bought YORKTOWN in 1898, renamed her RESOLUTE, then RAWLINS, and sold her to the Merchants' and Miners'. As POWHATAN, she was sunk December 13, 1916, raised, renamed CUBA, later SENECA by the Clyde Line, and burned January 9, 1928.

A buff bar on black became in 1898 the Old Dominion funnel colors, which yielded in 1925 to the Eastern Steamship Lines' insignia, a white "E" on a blue flag on black. The hulls of the ships were white in 1904, but they were soon black again.

PRINCESS ANNE was launched in 1897, followed by JEFFERSON and HAMILTON in 1899. These three ships were lengthened in 1906 and 1907 to approx-

imate the size of the MONROE (1903). MADISON appeared in 1911, and TYLER, a freighter, in 1913.

MONROE collided January 30, 1914, with NANTUCKET of the Merchants' & Miners' and sank, drowning forty-one passengers and crew.

TYLER, which the company had sold to the government, was torpedoed May 2, 1918, and eleven were lost.

The Navy took JEFFERSON and HAMILTON in 1918, ripped out their passenger accommodations and renamed them QUINNEBAUG and SARANAC for use as mine layers in the North Sea Mining Squadron.

Profits in the post-war boom of overseas shipping interested the management of the line. The company suddenly abandoned service March 13, 1920, because of "strikes...the...increasing cost of materials," and announced that it would operate a "passenger and freight service from New York to Mediterranean and Black Sea ports." This line never materialized, and the Old Dominion Steamship Company, though it owned ships, remained inactive.

Norfolk interests organized the Old Dominion Transportation Company and chartered HAMILTON and JEFFERSON in June, 1920, from the line.

Early in 1923 the Eastern Steamship Lines bought the Old Dominion Transportation Company and also the Old Dominion Steamship Company, which were incorporated into the Eastern Steamship Lines in 1925.

ROBERT E. LEE and GEORGE WASHINGTON, built in 1924 and 1925, were chartered by Clyde Line the winters of 1925-26, 1926-27. In the winter of 1927-28, they inaugurated the first passenger service for the Boston and New York Line of the Eastern Steamship Lines, JEFFERSON and HAMILTON relieving them on the Norfolk run. This arrangement continued until the winter of 1932-33, when the new ACADIA and SAINT JOHN took over the Boston-New York run.

Until suspension of service ROBERT E. LEE, GEORGE WASHINGTON, and MADISON maintained the Norfolk service, except in the spring and fall when ACADIA or SAINT JOHN relieved them for drydocking.

No ship survived the span from 1867 to 1941, but OLD DOMINION (1872) nearly achieved that distinction, ending her days as a coal barge in 1938, and outliving all her contemporaries.

As for the others: ISAAC BELL burned at Norfolk, October 2, 1880. WYANOKE sank after ramming the anchored cruiser COLUMBIA at Newport News, April 28, 1896. RICHMOND, as the Per-





uvian guano ship TRES HERMANOS, burned in October 1936. GEORGE W. ELDER became the Chilean AMERICA and was lost by collision October 29, 1889. MANHATTAN was lost November 20, 1889, by collision with the schooner AGNES MANNING. BREAKWATER, sold in 1889, stranded October 4, 1918, on the Mexican coast. ROANOKE (2nd) joined the rush to the Klondike in 1898, foundering in the Pacific May 8, 1916. GUYANDOTTE became CRETAN of the Merchants' & Miners', and was junked in 1926 after a brief career as a rum runner. SENECA, sold to the Ward Line in 1893, became a barge in 1915, and sank after colliding with SIBONEY, February 19, 1928. CITY OF ATLANTA burned in January, 1893, and became a coal barge. CITY OF COLUMBIA struck a rock in the Straits of Magellan in 1897 while en route to the Klondike, and reached Valparaiso badly damaged. She carried troops to Manila during the Spanish-American War and then entered the Honolulu-Puget Sound trade. She sprang a leak 400 miles off Diamond Head and just reached Hilo Harbor where she sank November 7, 1898. She was raised, libeled, and sold at auction for \$1,500 to parties who planned to fit her with yards and sail her to the Chinese Coast where she would get up steam for Hong Kong and then embark on the Hong Kong-

Honolulu trade. JAMESTOWN was scrapped in 1926. PRINCESS ANNE stranded on Rockaway Point, New York, February 6, 1920. The junk yard claimed HAMILTON and JEFFERSON in 1932.

As for OLD DOMINION, toward the end of her career in the company, she towed chartered schooners between New York and Norfolk, a practice which was apparently not long lived. In 1899, she was sold to the Joy Line, and from January 1900 to April 1907 she plodded the outside route between New York and Boston, the last sidewheel ocean steamer on the Atlantic coast. In 1908 the Luckenbachs bought her, and she became a coal barge.

Of the three steamers in operation when the company suspended in 1941, the GEORGE WASHINGTON alone survived in 1949 as a passenger ship.

The MADISON went to the breakers in 1947. ROBERT E. LEE was torpedoed and sunk with the loss of 106 lives on July 30, 1942, about fifty miles from the mouth of the Mississippi River. (Editor's Note: The GEORGE WASHINGTON has since begun another chapter in her career. Operated in the Alaskan trade for a few months in 1948, she has been reported sold to French Line for trans-Atlantic service, Le Havre to the West Indies, to be renamed GASCOGNE).

The history of Old Dominion's Virginia and North Carolina Divisions will be carried in the June STEAMBOAT BILL



The "Old Dominion" was a splendid example of the side-wheel type of steamer in use thirty years ago



HIGH SEAS Stephan Gmelin, Editor; 1 English Village, Cranford, New Jersey.

Waterman (Part I) Continuing the complete fleet lists of American steamship lines, the following includes Pan Atlantic Line, a Waterman subsidiary. All ships built prior to 1940 are listed in the first part. The generous aid of Robert McRoberts is again acknowledged.

AFOUNDRIA.....	(1919)	Sunk in Caribbean, 5/5/42
ANDREW JACKSON.....	(1920)	a SALAAM. Sunk in Caribbean, 7/12/42.
ANTINOUS.....	(1920)	Sunk in Caribbean, 9/24/42.
ARIZPA.....	(1920)	Broken up, 1947.
AZALEA CITY.....	(1920)	a WATERBURY b EXCELSIOR, sunk n.w.Atl., 2/16/42.
BAYOU CHICO.....	(1920)	Broken up, 1948.
PEAUREGARD.....	(1920)	a YAPALAGA c MANDELSEV (USSR) ('45-).
BELLINGHAM.....	(1920)	a WEST HIMRÖD, sunk in n.e. Atl., 9/22/42.
PIENVILLE.....	(1921)	a NAAMHOK b EXARCH, sunk in Indian Ocean, 4/6/42.
CITY OF ALMA.....	(1920)	Sunk in Caribbean, 6/2/42/
ERICA REED.....	(1920)	a CONNES PEAK c EASTERN TRADER d EMPIRE RAZORBILL, e M. XILAS ('47-).
FAIRISLE.....	(1919)	a LAKE FALAMA b ANNIE MURPHY d HERISLE (Br.) ('37-).
FAIRLAND.....	(1920)	a LAKE TREBA c HERLAND (Br.) ('37-) Mined 11/7/40.
FAIRPORT.....	(1919)	a LAKE FAIRPORT c HERPORT (Br.) ('37-) Mined 3/14/41.
GATEWAY CITY.....	(1920)	Broken up, 1946.
HASTINGS.....	(1920)	Sunk in n.w. Atlantic, 2/23/43.
IBERVILLE.....	(1919)	a MYSTIC, b MUNMYSTIC d IRONCLAD e MARINA ROSKOVA (USSR).
IPSWICH.....	(1919)	b CAMPFIRE c SURIKOV (USSR) ('46-)
JEAN LAFITTE.....	(1919)	a WEST ISON b EVERETT d DYNASTIC, broken up, 1947.
JOSEPHINE LAWRENCE...	(1919)	a COVENA c LAWRENCE (U.S.Army) (See note below).
KOFRESI.....	(1920)	a KENOWIS. Sunk as Normandie breakwater 8/14/44.
LAKE BENTON.....	(1918)	b FIDO (Norw.) ('29-).
LAKE CAPENS.....	(1918)	Sold 1929 and converted into barge.
LA SALLE.....	(1920)	a GEORGE PEIRCE. Missing 10/42.
LAFAYETTE.....	(1919)	a DRYDEN c NOVOSIBIRSK (USSR).
PAN AMERICAN.....	(1919)	a YAPHANK b WILLSOLO ATLAS (Panama).
PAN ATLANTIC(#1).....	(1919)	a WEST WAUNEKE b DOROTHY CAHILL d DE SOTO e LUGA, (USSR).
PAN ATLANTIC(#2).....	(1919)	a VINITA b ELEANOR CHRISTENSON c DE SOTO, sunk in n. e. Atlantic, 7/6/42.
PAN CRESCENT.....	(1901)	a EL VALLE (Morgan) Under Israeli flag, '48.
PAN GULF.....	(1918)	a WEST BRIDGE b BARBARA GATES d LERMONTOV (USSR '45-)
PAN KRAFT.....	(1920)	a WEST KADER b NEW YORK. Sunk in n.e.Atl., 7/5/42.
PAN ORLEANS.....	(1907)	a PAWNEE c ASCONA (Honduras) ('48-)
PAN ROYAL.....	(1918)	a WEST CARNIFAX b EXFORD. Lost in collision, 8/27/48.
PAN YORK.....	(1901)	a EL DIA (Morgan). Under Israeli flag, '48.
PONCE DE LEON.....	(1920)	a CITY OF WEATHERFORD c SARAZEN. Broken up, 1947.
RAPHAEL SEMMES.....	(1920)	a ARGUS b SYDNEY M. HAUPTMAN, sunk n.w.Atl. 6/28/42.
TOPA TOPA.....	(1920)	Sunk in Caribbean, 8/29/42.
WACOSTA.....	(1920)	Sunk in n.e.Atlantic, 9/13/42.
WARRIOR.....	(1920)	a JOHN JAY. Sunk in Caribbean, 7/1/42.
WEST HIKA.....	(1919)	Stranded, 1936.
WEST KYSKA.....	(1918)	Broken up, 1948.
WEST MADAKET.....	(1918)	Sunk in n.w.Atlantic, 5/5/43.
YAKA.....	(1920)	Sunk in n.w.Atlantic, 11/18/42.

(Note: Your section editor would like data on disposition of J. LAWRENCE ).

American President Lines has purchased three C-3's and renamed them as follows: PRESIDENT HARRISON (1942) a SEA MINK b CALLAWAY; PRESIDENT JOHNSON (1943) a SEA CARP b CLAY; and PRESIDENT VAN BUREN (1942) a SEA ANGEL b BOLIVAR. German pre-war shipping.....R.E. Cropley, member SSHSA, and now pur-

ser on ATENAS (1909) recently disclosed fate of some of the German liners, gathered in his travels. BREMEN (1929) lies on the bank of Weser River, broken up down to the waterline. ST. LOUIS, with bow shot off, is being used as a hotel at Hamburg. NEW YORK, bombed and sunk at Kiel, was raised and towed to



# VON STEUBEN



Britain to be scrapped. BERLIN, CAP ARCONA and VON STEUBEN a MUENCHEN were all sunk in Baltic in 1945. STUTTGART was bombed and burned out off Gdynia, in 1943.

Israeli flag now flies on several interesting ships: NEGBAH (1915) a ECUADOR b SANTA OLIVIA c DAVID W. BRANCH; COMMIOT (1901) a EL DIA b PAN YORK; GALILAH (1913) former Hudson River Day line DE WITT CLINTON featured in SB:27. Excellent picture of NEGBAH appears in March issue of "Histudrat Foto News", published in New York.

Transatlantic liner notes..GEN'L. W. P. RICHARDSON (1944) Army transport being converted into passenger liner,



The IA GUARDIA, a sketch used in the ship's first advertisement, 2,18,49.

will be renamed IA GUARDIA, her name being the selection of Walter Hamshar, shipping news editor of the New York Herald Tribune, to be operated in the Mediterranean by Am. Export Lines. New Yorkers admired new Cunarder CARONIA, with her distinctive green hull, clipper bow and tripod mast, departures in style from conservative appearance of British ships.....AQUITANIA (1914), famous Atlantic liner recently reported to be headed for scrap yard, is now

scheduled for further trips to Canada for the greater part of 1949. She carried 25,000 in run last year.

Broken up.....AMERICAN SEAFARER, (1923) a ALLEGHANY (M.& M.); HIBUERAS, (1920) United Fruit; KOPPERSTON (1919) Mystic S.S. Co.; SAN CLEMENTE (1920) States S.S.Co.; VIRGINIAN (1903) American Hawaiian; WASSUC (1923) a YALE.

Scuttlebutt: J.W. McANDREW (1940) a DELARGENTINO, and GEORGE F. ELLIOTT (1940) a DELBRASIL, former Delta ships used as army transports, are being reconditioned for Farrell Line's South Africa service and will be renamed AFRICAN ENTERPRISE and AFRICAN ENDEAVOR,



The GEORGE F. ELLIOTT, as she was in 1948 while awaiting transfer to the Farrell Lines. S.G.

respectively. Army transport CHARLES E.MOWER, one of the 1941 Alcoa streamlined CUTTER type, recently split her hull while docked in Alaska, damage was extensive, but it is now reported that the vessel is being repaired....GEORGE WASHINGTON (1924) former Eastern liner lately in Alaska service, will become GASCOGNE of French Line, to run in Europe West Indies service. ATLANTIC a MALOLO b MATSONIA will be paired with ITALIA a KUNGSHOLM b JOHN ERICSSON on new Atlantic to Italy run in May. Two 21,000 ton passenger liners for Italian Line's S.A. service are building in Italy.







## WEST COAST

Robert W. Parkinson, Editor  
3051 Shattuck Ave., Berkeley, Cal.

The PRINCESS MARGUERITE, new "Queen of the Canadian Pacific Railway's British Columbia Coast fleet," sailed March 6, from Glasgow, where she was built, for her home port of Victoria, B.C.

She was accepted from her builders, the Fairfield Shipbuilding and Engineering Co. of Govan, by Capt. O. J. Williams, manager of the B.C. Coast service.

The 6,000-ton, 23-knot ship will enter the famed Vancouver-Victoria-Seattle international "triangle run". She will be followed shortly by the PRINCESS PATRICIA.

The PRINCESS MARGUERITE's famous predecessor was sunk in the Mediterranean while in service under the British Admiralty.

Arrow Lakes....In honor of the MINTO's completion of 50 years of service in the fall of '48, the Golden Spike Days Carnival at Revelstoke June 30-July 1, had as its theme Columbia Steamboat Days. An official party journeyed to Arrowhead (It has been 34 years since a steamer has run to Revelstoke) and presented a placque to the MINTO. S. S. H. S. A. member Earle Dickey is due much credit for his part in the plan. On Kootenay Lake, sistership MOYIE also passed the half century mark. ....In November the launching of the COLUMBIA IV took place at Nakusp. Built at Vancouver 1928 as UCHUCK, she ran passenger service on Alberni Canal on Vancouver Island, and later bore

the name SURFCO (154652). Dimensions are: 50.1'x11.3'x5.6', gross 22, net 15, motor vessel. She replaces steam passenger tug COLUMBIA in low-water service on the lower lake.

West Kootenay was saddened in October by the passing of Capt. James Fitzsimmons, 78, retired senior CPR lake skipper. Leaving the Nova Scotia - Prince Edward Island ferry service, he was headed for the Yukon when he arrived in the Kootenays. There he remained, serving on the various boats on the several lakes, until his retirement in 1935. He wrote many interesting articles and was the source of much information on early lake steamboating. On June 30 he participated in the Golden Jubilee ceremony on the MINTO....." He loved the Arrow Lakes and often said that he never enjoyed anything more than the calls at each little port when the entire population would welcome the MINTO."

North Bay Ferries....On Christmas morn 1947 the people of Sausalito were surprised to find a little auto ferry, with the name MAGDALENA, in the ferry slip. The youngest ones may have thought that Santa had brought them back the ferries that their parents often fondly recalled. The railroad was not amused, however, to find their freight slip occupied, and the boat was soon moved. The boat was identified as the CITY OF SEATTLE, which had just been sold after a long career of steamboating. She had been built at



Portland in 1888 by John F. Steffen, and had been taken to Seattle to run until 1913 between Seattle and West S., the first of the double-enders. Near the end of June 1913 she left towed by the steamship WILLIAM CHATHAM(210894), and on July 6 arrived at Benicia. On the 19th she went into service between Benicia and Martinez. She was joined in 1917 by the CITY OF MARTINEZ(215138) which ran until 1927, and now lies near the landing as the clubhouse of the Martinez Bass Club. The ISSAQUAH, (211983) 1914 Seattle, a screw-driven double ender which came down from Lake Washington in 1918 to inaugurate the Rodeo-Vallejo ferry, was placed on the M-B run after its company had opened the Carquinez highway bridge, and had bought the M-B line. In 1941 the City of Martinez took over the ferry line. During the late war a swap was made and both these boats went to the Mare Island Ferry, which operates across the narrow channel between Vallejo and the Mare Island Navy Yard.

Also sold a few months ago was VALLEJO (155011) which had been built at East Portland, Oregon, in 1879 as O.&C.R.R. FERRY NO. 2, to transfer passengers of the Oregon & California RR across the Willamette from the terminal at East Portland to Portland. Her hull was of iron, said to be Swedish wrought iron, prefabricated in Philadelphia in '78 and shipped around the Horn. Near the turn of the century she was brought to Vallejo for service to Mare Island for the AMIE--Assoc. of Mare I. Employees. At Vallejo she was converted from a woodburner to coal, and in 1910 to oil. She has a 2-cylinder inclined engine, 20", 20", x5' stroke. In later years, she carried workmen to the island only during the change of shift, water taxi service by the company taking care of off-peak traffic. During the past two

wars the VALLEJO carried thousands of shipyard workers and naval personnel. No definite plans for the future of the VALLEJO or CITY OF SEATTLE are known. Mud and fire: Scheduled for completion in March is the \$175,000 steel tug FRANK G. WHITE, by the Pacific Coast Engr'g Co., Alameda, for the Board of State Harbor Commissioners, for towing mud scows, clamshell dredges, piledrivers and other work equipment for maintaining harbor installations. Powered by a 475 hp Enterprise Diesel, her dimensions are 70'3"x18'8"x11'3". She will replace the steam tug GOV. IRWIN and will partly replace the steam tug GOV. MARKHAM.

\*\*\*\*\*

One hundred years ago, on Feb. 28, 1849, steamboating in California really began with the arrival of the CALIFORNIA at San Francisco.

\*\*\*\*\*

The '70's had been busy years on the San Francisco waterfront. A fine new ferry terminal had been built, and construction of the sea wall and new wharves was underway. The tug ANASHA (1211) was greatly overworked. In 1876-7 she was rebuilt and made into a fire tug. A new tug was ordered which was named after the incumbent governor William Irwin. On April 6, 1878 she made her trial trip with harbor and fire officials on board. She could



The GOV. IRWIN (stern) and GOV. MARKHAM (bow) with a dredge, 1948. RWP

throw six streams (soon increased to eight). In those days of wooden ships and highly inflammable cargoes, the tug was called from her work often to lend a hand at fire fighting. In 1892 the GOV. MARKHAM was built and joined the battle against mud and fire. She was also equipped with deck awnings and a bar, occasionally serving as a yacht for city officials.

-----  
Your section editor is interested in developing correspondence with SSHSA members and others in the Seattle and Puget Sound areas relative to starting a sub-section in STEAMBOAT BILL.



Mare Island Workmen on Ferry Boat, Vallejo, Cal.



## ATLANTIC SEABOARD



Steamer ROBERT FULTON

Harry Cotterell, Jr., Editor  
36 Alexander St., Newark 6, N.J.

Revival of Day Line operation on the Hudson River is promised by George Sanders, owner of the Sutton Line, who has bought the Hudson River Day Line for \$500,000. Operation of the PETER STUYVESANT and ALEXANDER HAMILTON appear virtually certain, with the possibility that the HENDRICK HUDSON and ROBERT FULTON will be added if needed. Service to Bear Mountain, West Point, Newburgh and Poughkeepsie is planned.

Mr. Sanders has outlined plans to "add several new entertainment features to the daily runs up the Hudson." Music and dancing and food are to be provided. The new company will also enter the moonlight sail business, and offer charters to large parties.

The Old Bay Line has purchased the DISTRICT OF COLUMBIA for \$75,552 and will repair her for return to the run between the nation's capital and Old Point Comfort and Norfolk.

Meanwhile Old Bay Line has announced plans to buy two LSDs for conversion into 500-passenger over-night boats to be used on its Baltimore to Norfolk service. The vessels will be able to accommodate 1,000 tons of freight and 50 automobiles and trucks, and will have a cruising speed of 18 knots. Their passenger accommodations will include dining saloons, recreation rooms and bars.

## Odd Notes:

MAYFAIR (232885) originally U.S.L.H. tender PANSY built at Philadelphia in 1878 has been dieselized.

NORTH HAVEN (230975) a ELECTRONIC (C.R.) built South Portland, Me., 1913, and the famous Flyer SANDY HOOK apparently wintered together on the Bensonhurst side of Coney Island Creek.

STATE OF PENNSYLVANIA (223103) and the LIBERTY BELLE of '48 are both currently being advertised in the Newark Evening News as being available for charters at New York this season.

ATLANTIC SEABOARD (Philadelphia area, Edward O. Clark, Editor)

This spring, for the first time since the Ericsson Line abandoned the service a quarter-century ago, it will be possible to go by steamboat from Phila. through the C & D Canal to Baltimore by daylight. On one or two Sundays early in May, MOUNT VERNON and/or BAY BELLE of the Wilson Line will make the trip, taking about ten hours. Return will be by special train in the evening. Also planned are the customary trips through the canal to the Elk River and return, as well as several sailings up-river to Trenton.

Schedules for these trips were unavailable at the time of writing, but the Phila. area Editor will gladly forward them to those interested. Write: Stenton and Abington Aves., Chestnut Hill, Phila. 18, Pa. Please do NOT write to the Wilson Line.

After nearly a decade, passenger trips on the upper Delaware were briefly revived last Fall, by 'Popular Request', as the ads put it. Wilson Line DELAWARE BELLE made Phila. - Trenton round trips Sept. 9, 14 and 16. No stop was made at the Jersey capital as lack of water has blockaded for many years the dock next to the RR bridge. The Marine Terminal has no passenger facilities. Of the old wharves at Lambertton (now South Trenton) only a few rotting pilings remain to remind one that PHOENIX, 'OLD SAL', and other early Union Line boats landed here. One landing which dates from this period and is occasionally used today is White Hill, now Fieldsboro, N.J. Here JOHN STEVENS burned in '55. Just across the railroad tracks still stand the Camden and Amboy's old machine shops, where many a steamboat was repaired and its engine rebuilt.

Passengers on the DELAWARE BELLE saw a sad sight at the Trenton Marine Terminal. Tied up there, in various stages of destruction were JOHN CADWADDER, METEOR a CHESTER W. CHAPIN, and Hoboken ferry HOPATCONG. The old STEEL PIER is to be scrapped at Baltimore.

Venerable CITY ICE BOAT No. 2 returned to House of Correction wharf in January after extensive repairs to her woodwork by the RTC yard at Cooper's Point, Camden.

The Sanitarium Ass'n of Philadelphia has sold VIKI a FS135 to the Mari-trop Corp. of N.Y. Costs of converting her to a poor children's excursion boat were too high. The Association's pier at National Park, N.J., was completely rebuilt during the past year.



Down-river at Racoon Island a new slip is being built for the ferry to Chester, to allow quicker service during rush periods. LACKAWANNA now sports a lunch bar in her upper cabin.

At Wilmington the mild winter has sped the construction of the new Wilson Line Diesel a PC1258. She will be the longest boat of the line, but will have only three decks. Designed for service at Boston, she replaces LIBERTY BELLE, which is to join STATE OF PENNSYLVANIA in New York waters.



ATLANTIC SEABOARD (New England, Canada, Newfoundland. C. Bradford Mitchell, Ed.)

Reports persist that suspension of the Yarmouth Line, supposedly for the winter, was in fact its permanent discontinuance-- YARMOUTH and EVANGELINE to go up for sale. If true, this not only obliterates a service begun more than a century ago when NORTH AMERICA first steamed between Boston and Yarmouth -- it brings U.S. Atlantic coastwise passenger shipping to a dead halt, unless the Chesapeake route of the Old Bay Line be considered coastwise. This situation, coupled with the demand for bigger floating playgrounds in cruise services, makes it hard to foresee any fate for the 22-year-old sisters except sale foreign or scrap.

Again this winter the supply line to Martha's Vineyard and Nantucket was slender. At New Year's MARTHA'S VINEYARD was bearing the full brunt of what used to be considered a two-boat job -- ISLANDER and NANTUCKET idling at New Bedford. At nearby Fall River, on Jan. 17, a former steamboat began daily round-trips to Quonset Point Naval Air Station, across Narragansett Bay. Nel-seco Nav. Co. put their Diesel YANKEE a MACHIGONNE b HOOK MOUNTAIN c BLOCK ISLAND on the run after at least 200 commuters agreed to patronize her. It

is rumored that NAUGATUCK, one of the Bay's last passenger steamers, will not ply the Providence-Block Island run in 1949. She may go to South America.

If the foregoing relies more on rumor than good news reporting should, there was nothing conjectural about three small-type lines of the Monthly Supplement to MV for Jan. In bleak, statistical terms, they recorded the death of a century -and -a-quarter-old New England institution, the "New York Boat." Among craft reported dismantled in December were NEW LONDON (206082), NEW YORK (206239), and VERMONT a MO-HAWK (92698), the Central Vermont freight steamers which were the last resolute marchers in those nightly processions which Long Island Sound will never see again.

The slow news season is a good time to introduce what may, if readers approve, be a running feature of this section: "New England-Maritime Geography in Steamboat Names." The object is to name and describe briefly the principal steamers which have borne names printed large on the map of the region covered by this section. While thus calling the roll, we can give a preliminary glimpse of the forthcoming Lytle List, since entries for steamers built before 1869 will be based on it.

To see how it goes, we'll start with steamboat namesakes of New England as a whole and of the State of Connecticut. Not all of them were native boats. Of 7 NEW ENGLANDs, only 2 plied New England waters. The seven: (1) St.p., 261 T., 1833, New York, N.Y. Plied Hartford-New York until she exploded at Essex, 10/9/33; then on Maine Coast until lost in collision, 5/31/38. (2) St.p., 416 T., 1837, Black Rock, N. Y. Plied Great Lakes until worn out and abandoned, 1848. (3) St.p., 190 T., 1844, Pittsburgh, Pa. Western River boat, abandoned, 1849. (4) St.p., 306 T., 1847, Shousetown, Pa. Another river steamer, burned at St. Louis wharf, 1/18/53. (5) St.p., 28 T., 1850, San Francisco, Cal. The only far-western NEW ENGLAND, apparently. Abandoned, 1852. (6) St.s., 351 T., 1853, Ohio City, O. Great Lakes propeller, abandoned, 1861. (7) St.p. (18323), 852 T., 1862, New York, N.Y. International Liner, stranded near Eastport, 7/22/72, in Boston-St. John service. Rebuilt, became CITY OF PORTLAND. Lost by stranding near Rockland, May, 1884.

At least 4 steamboats have been named CONNECTICUT:

(1) St.p., 351 T., 1816, New York, N.Y. Purportedly built for Russia as EMPER-



OR ALEXANDER, but diverted to Long Island Sound as one of the first "New York Boats." Later on Maine coast. Sold foreign, 1836.

(2) St.p., 248 T., 1848, Shousetown, Pa. Western River boat, lost on President Island, Mississippi River, 10/29/52.

(3) St.p.(4897), 1129 T., 1848, New York, N.Y. New Haven and later Norwich Liner, fastest of day. Chartered in Civil War as transport and medical supply boat. Cut down for towing on Hudson. Abandoned, 1894.

(4) St.p. (126559), 3399 T., 1889, Noank, Conn. Providence & Stonington Liner, dismantled and burned, 1912.

To the list of boats named for Connecticut must be added NUTMEG STATE st.s. (130594), 1024 T., 1892, Noank, Conn., Bridgeport Liner, burned off Sand's Point, 10/14/99.

Other states to follow.

C. W. Stoll of Louisville writes that on a Christmas trip to Florida he visited Palatka and explored the still intact cabins of HIWATHA, last of the Ocklawaha River recessed-wheel steamers. His photos, mostly very interesting interiors, show that she is still recognizably a steamboat, though her 2 stacks have long since come down, and her exterior woodwork seems nearer to complete disintegration than when the writer saw her 3 years ago. (Copies of Paddle Wheel Inboard: Some of the History of Ocklawaha River Steamboating and of the Hart Line-1st pub. Am. Neptune, 1947, 70 pp., ill.--are still available from section ed. at \$1.00).

The Furness Warren Lines will operate approximately every 18 days out of Boston for Halifax, N.S., on their regular Liverpool service. On the return trip their two steamers NEWFOUNDLAND and NOVA SCOTIA call at St. John's and Halifax, enroute to Boston.

The Clarke Steamship Company has five vessels in service: the M.S. NORTH GASPE, serving the Gaspé Coast; the NORTH SHORE, operating to Havre St. Pierre and Natashquan; the NORTH COASTER, also on North Coast cruises; the NORTH VOYAGEUR, to Labrador, and the ISLAND CONNECTOR to Gulf Islands and Newfoundland, all out of Montreal.

The Blue Peter Steamships Ltd., has several passenger - freighters in the service between Montreal and St. John's, and their Atlantic Charter out of Halifax for North Sydney, N.S., St. Pierre and St. John's.

MIDWEST Rev. Canon F.C. St. Clair, Ed.  
514 N.Eighth St., Manitowoc, Wis.



Steamer SHEBOYGAN, built in 1868

Photograph from U. S. National Museum, Smithsonian Institution, Wash. D.C.

Courtesy Marine News, March '49.

### Changed Outlook:

As of March 19, it was reported that prospects were dim for an early opening of Great Lakes navigation this year.

Vessel operators had expected to have many of their freighters moving around March 25, but the outlook has changed, the report said.

"The mild winter had led us to expect full-scale shipping by late March or the first few days in April," said C. George Andrus, chief meteorologist of the Cleveland Weather Bureau. "But the unexpected recent cold weather has set it back a week or two. The season officially opened April 4 last year. It is not considered opened until vessels can go through the Soo Locks, the Associated Press said.

Earliest freighters moved were the Sullivan, Jupiter, P.D. Block and Joseph Block.

As a service to early starters and to aid ice-breaking operations in Lake Superior, the U.S. Weather Bureau resumed full weather and wind broadcasts, storm displays and broadcasts for all the Great Lakes, Monday the 21st.

In 1942, despite a cold winter with a lot of ice, shipping started through the Soo Locks March 22, the earliest on record. All available ice breaking equipment was used because of the urgency of moving ore and other war materials down the lakes.

Navigation in the St. Clair River, however, set an all-time early mark on March 5 when range lights in the river were lit for the first time since Dec. Movement of vessels in Lake Huron and the river became general several days later. Three Imperial Oil tankers wintering at Sarnia - the IMPERIAL CORNWELL, IMPERIAL WINDSOR and IMPERIAL KINGSTON, were among the first to sail for cargoes of oil.



### A Ship is Born:

The WILFRED SYKES, whose keel was laid at the Lorain yards of the American Ship Building Company, is rapidly taking form. She will be the largest bulk freighter ever built on the Great Lakes, according to "The American Ship Builder," publication of the yard.

She is the longest ship now under construction in the United States, and will have a capacity of 20,000 long tons. Overall she will measure 678 feet, with her length between perpendiculars being 660 feet. Not only will she be a giant in size, but she will be the fastest ship in the ore trade, developing 7,000 s.h.p. and making an estimated speed of 16 knots.

Hull No. 866, she will be launched sideways into the yard's drydock. The side launching, characteristic of the Great Lakes, allows the vessel to be built on an even keel, with true horizontals and verticals.

The traditional lakes design of pilot house, bridge and texas house will be followed, but the architectural treatment will give the WILFRED SYKES a "modern" look. The stack and cabins aft will be streamlined so that the ship will have a distinctive appearance other than size.

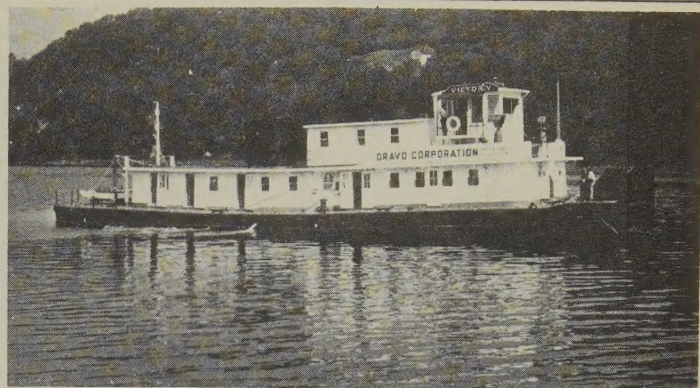
### Promising and Prosperous:

Although not much is written about it, the most promising and prosperous phase of the American merchant marine would certainly seem to be on the great inland rivers.

William J. Ward's excellent publication "Diesel Times" is a good example of what is going on. Put out by Cleveland Diesel Engine Div. of General Motors Corp., it is jammed with views of post-war types and new river tow boats. It is surprising how many have fine, sturdy and real looking stacks.

The R. W. IEA, owned by The Ohio River Company, Cincinnati, 1,400 h.p., of standard design.

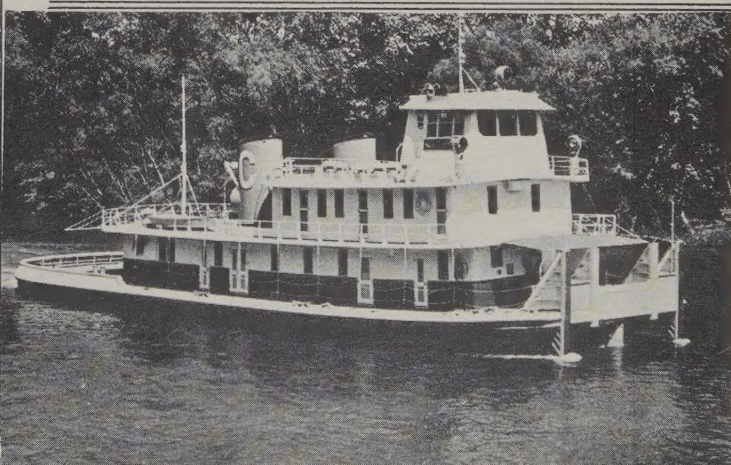
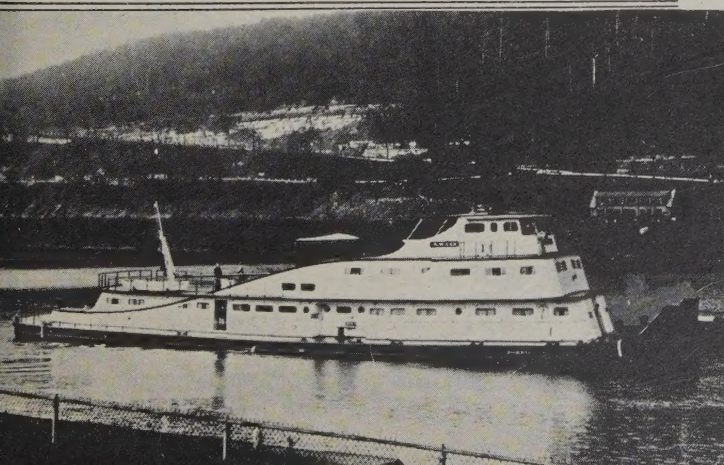
The VICTORY, built by the Neville Isl. yards of Dravo Corp., Pittsburgh. In service towing coal, sand and gravel barges in the Pittsburgh district, her sisters are FREEDOM and WM. PITT.



The PELICAN RAPIDS, built for service on the waters of McKenzie River between Fort Smith and Aklavik, Northwest Territory, Canada, is owned by Hudson's Bay Co. and was built by the Standard Iron Works of Edmonton, Alberta. She is 98 feet long and of 130 tons. After completion she was carried across a 25-mile portage to the dock at Fort Smith.



The SCOTT CHOTIN, built by Nashville Bridge Co., Nashville, is 110 feet long, with a 30-foot beam and a depth of 10 feet, 6 inches.





## Pilot House

STEAMBOAT BILL OF FACTS, a publication relating to American steam vessels and other power-driven craft, past and present.

Issued to promote and co-ordinate the activities of historians and collectors, by the Steamship Historical Society of America. The success of STEAMBOAT BILL is a tribute to the co-operation of SSHSA members. Opinions expressed by the authors are not necessarily those of the editors. Subscription to STEAMBOAT BILL is through membership in the Steamship Historical Society of America. Single copies 75 cents.

No.29 (Volume VI, Number 1)    March 1949

### Editor

Frank O. Braynard, 47 Highland Road, Glen Cove, N. Y.

### Associate Editors

Jay Allen (founder), Box 4, Univ. Sta., Urbana, Ill.  
C. Bradford Mitchell, 5309 Chevy Chase Pkwy., Wash., D.C.  
James Wilson, 215-28 47th Avenue, Bayside, L.I. N. Y.  
Victor E. Scrivens, 565 1st Street, Westfield, N. J.  
E. A. Patt, 53 Annawamscutt Road, West Barrington, R. I.  
R. Loren Graham, 42 Anderson St., Boston., Mass.

QUINCY PATRIOT LEDGER PHOTO  
By Basil Q. Emanuel

The MAYFLOWER, with the pines of the Weir River in the background, as she appeared on Feb. 13 after being towed across Nantasket Bay by a 35-foot motor boat and pulled aground by a bulldozer. She is owned now by Dr. W. M. Bergan.

### Steamboat Magazine Articles:

"Mark Twain Cruise," Phil Stong, Holiday, March, 1948. In the same issue, "The Mississippi" by Hodding Carter.

"Spirit of the Lake," Ralph N. Hill, Jr., Vermont Life, Summer, 1948.

"Burning of the Erie," Inland Seas, Fall, 1948.

"Recollections of the Great Lakes, 1874-1944" (part I), Lauchlen P. Morrison, Inland Seas, Fall, 1948.

"Buffalo to Chicago in 1839," F. Landon, Inland Seas, Fall, 1948.

"Exodus 1947, an Interim Report on the Career of the Steamer President Warfield," Alexander Crosby Brown, Am. Neptune, April, 1948.

"Early Great Lakes Steamboats, Warships and Iron Hulls, 1841-1846," H. A. Musham, Am. Neptune, April, 1948.

"Ships That Tested the Blockade of the Carolina Ports, 1861-1865," Marcus W. Price, Am. Neptune, July, 1948.

### Steamboat Christmas Cards:

The custom has grown up in recent years for SSHSA members to exchange at Christmas time steamship and steamboat Christmas cards. A few of these are:

ALEXANDER HAMILTON (Stephan Gmelin); AMHERST ISLANDER (F. E. Hamilton); ARANSAS (R. L. Graham); BERKSHIRE (T. I. Brooks); CHAUNCEY M. DEPEW (J. W. Deacon); CITY OF CINCINNATI and others (with historical note-Fred Way); CITY OF TRAVERSE (F. C. St. Clair); CITY OF WASHINGTON (Kodachrome--E. O. Clark); DELTA QUEEN (Capt. J. P. Hughes); DREW (interior--W. H. Ewen); GOV. BODWELL (J. M. Richardson); J. M. WHITE (11"x8" etching - Neare Gibbs & Co.); J. T. MORSE (Jay Allen); KITTANNING (W. A. McDonald); MAJESTIC (G. I. Higgins); PROVIDENCE (8-page leaflet, 8th in series - W. K. Covell); RIVER QUEEN (O. A. Reardon); RIVIERE-DU-LOUP (B. M. Boyles); SEAWELLS POINT (E. A. Patt) and SOUTHERN BELLE (E. J. Dowling).



## Heard On The Fantail

Send FANTAIL views, miscellaneous news, gossip, and notes on operation and anecdotes to Jay Allen (note change of address) Saffer Court 2, Urbana, Illinois.



Another view of MAYFLOWER going into her last resting place at Nantasket.

QUINCY PATRIOT LEDGER PHOTO  
By Basil Q. Emanuel

Being a "Maine-iac" myself, I have found that the gap left in my hobby reading by the discontinuance of "The Tiller" is pleasantly filled by "The Maine Coast Fisherman" (Belfast, Maine, \$2.00 per year; monthly). Although it is printed on newsprint it is copiously illustrated with Maine coast scenes as well as views of fishermen and their activities. Its coverage includes all types of coastal activities, including freight and passenger routes, shipyards and the lighthouses. For example, on page 26 of the November issue there is an illustrated story on the VINALHAVEN II and her operators, the Vinalhaven Port District.

Speaking of passenger routes, I rode out to Monhegan on the BALMY DAYS two summers back and got to talking to Capt. Charlie Wade. He thought there was still a good demand for boat service along the Maine coast, and said he was trying to get other operators to work out a scheme for selling thru tickets from Portland east. Only two gaps need filling in to provide boat service from Portland to Bar Harbor---from the east end of Casco Bay to Bath and from North Haven (or Vinalhaven) to Bar Harbor. Well, that still means a bus ride from Thomaston to Rockland but that is a comparatively short run. And it may be that an overland link from east Casco Bay would be necessary.

But, as I said in a letter printed in the "Bar Harbor Times" last August, I believe a boat line from Bar Harbor to Rockland would pay in the summer.

I would reverse the old schedule and have the boat leave Bar in the morning. She would thus connect with trains both to and from Boston, and would provide a wonderful all day trip for vacationers along her route. She should be run by the management of the new Bar Harbor hotel. She might concentrate the Rockland trips on week-ends (going one day via Eggemoggin Reach) and make excursions south and east on other days. Of course the logical boat for this service is the RANGELEY, now masquerading down Newport way as the CHAUNCEY M. DEPEW! Maybe some of our eastern members could help get such an enterprise underway--even if the boat were not powered with steam!

We don't have an Urbana chapter yet, but Dean Palmer and I are actively keeping steamboats in folks' minds. And Charles VanHolland has revived the idea of a society lapel button. We think the walking-beam and top of paddle-box of the MARY POWELL would make a good model.

My parting query for this Fantail session is: who will write the first good novel of New England steamboating?

Cheerio! STEAMBOAT BILL

P.S. Did you hear the whistle of the ROBERT E. LEE on the Chicago Theatre of the Air a few weeks back? More about whistles next time from Parkinson and others.

The geographic center for the SSHSA in the U.S. is 40 degrees 47 minutes N. x 79 degrees and 17 minutes W. J.W.



### Progress Report on the Lytle List:

As of Feb. 26, the rearrangement of the Lytle List had been completed through the "Ns". The "Ss", "Ts" and "Ws" are the big hurdles remaining.

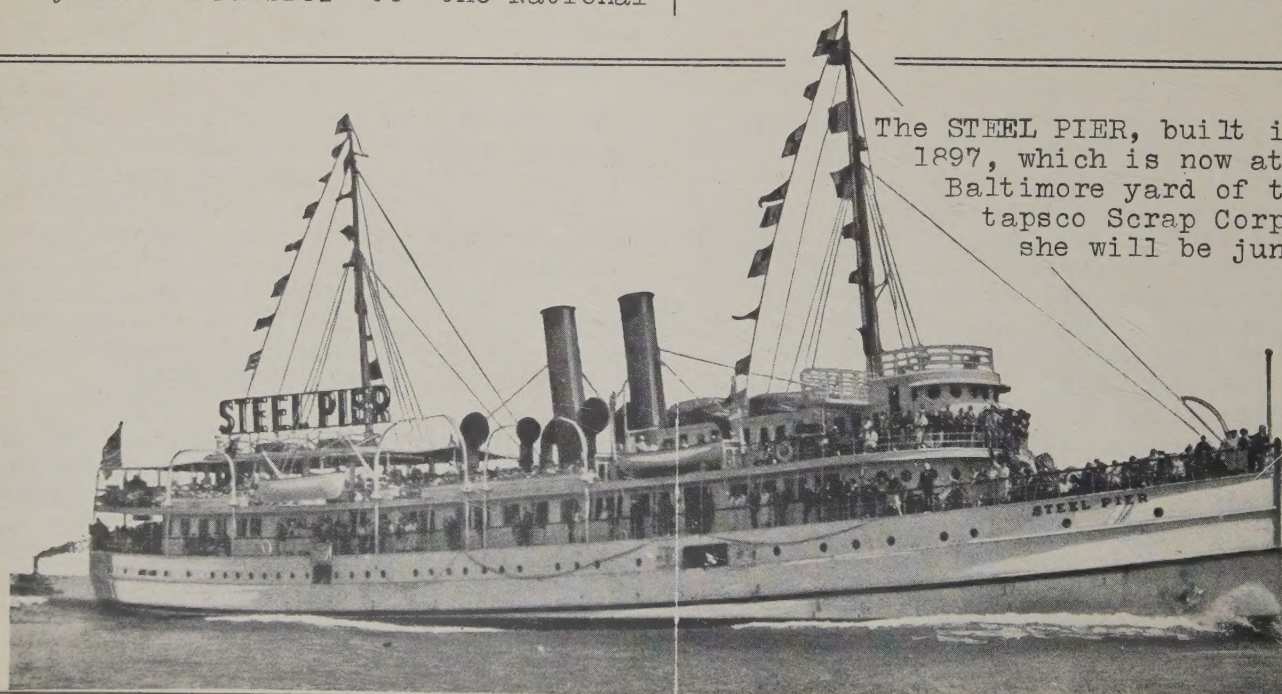
In connection with the List, it should be noted that the 1948 National Archives Guide has just been issued. The Guide contains a description in some detail of the records of the former Bureau of Marine Inspection and Navigation which included the former Steamboat Inspection Service and the Bureau of Navigation, both long-time regulatory agencies of the Federal Government in the field of merchant shipping, both sail and steam. The registers, licenses, and enrollments on which the List for the most part is based are described in even more detail in my article in the American Neptune for July 1941. The fact that as few as 5,000 documents were totally destroyed in the Commerce Department fire of 1921 is due in great measure to Mr. Lytle's personal efforts. He told me that he and several others worked from midnight, when the first alarms came in, to six in the morning, moving volumes, stacking equipment, and trying to prevent the firemen from using too much water. He saw to it that after the water had receded from the basement of the old Commerce Bldg. the remains of the records were dried and later wrapped in bundles, where they remained until 1935 and '36 when he supervised a FERA project to arrange some of them. Most, however, went "as was" in 1937 to the National Archives. The other gap of 10,000 mentioned in the Neptune article is being remedied by the transfer to the National

Archives of extant records of Custom Houses prior to 1900. This program has been under way since 1942 but has been carried on extensively only in the last few years and records are still being received. To date documentation records have been received from more than 75 ports of the 283 where such were issued at one time or another.

The records of the Steamboat Inspection Service, also for the most part described in the Guide, would be useful to STEAMBOAT BILL readers. They include briefs of casualty reports to steamboats 1852-1936, taken from the Annual Reports of the Supervising Insp. of Steam Vessels; rpts. of A.B. and C-cases, 1937-41; journals of the Board of Supervising Inspectors, 1809-1904, 1935-42; Board correspondence on regulations for steam vessels, 1911-41; reports on foreign steam vessels inspected, 1882-1900; a small quantity of the correspondence of the Office of the Supervising Inspector at Detroit, 1861-73, pertaining to investigation of accidents involving steam vessels on the Great Lakes; loyalty oaths and copies of engineers and pilots' certificates from the Office of the Board of Local Inspectors at Louisville, Ky., 1861-67; the Journal of the Local Board at Cleveland, Ohio, 1853-71; a volume 1845-50-relating to surveys of vessels apparently for marine insurance purposes; and records of the Local Board at Juneau, Alaska, including copies or stubs of licenses issued to masters, engineers, and pilots in 1897-1935.

Forrest R. Holdcamper

National Archives



The STEEL PIER, built in 1897, which is now at the Baltimore yard of the Paptasco Scrap Corp. where she will be junked.